Shipping News and Reports From All Parts of the World

Winter Trips Draw Passenger Liners From North Atlantic

Many Famous Steamers to Leave for Voyages Around the World, to the Mediterranean, South America and the West Indies During the Winter Months

By David S. Kennedy

ranean, the West Indies and Caribbean,

Winter cruises, sometimes arranged by the steamship companies themselves, but often by special tourist agencies, are becoming more of a feature in ocean travel than before the war. There are several reasons for this development. One is the greater number of luxurious liners at present, intensifying the competition on the North Atlantic when the tourist season comes to an end. Another is the fact ious to touch the high spots of the world on personally conducted tours. And last is the fact that the steam-And last is the fact that the steamship companies themselves, finding their revenue depleted seriously by
the American immigration restrictions, are more than willing to obtain
profitable employment for their gigantic steamers in the slack winter months.
Whatever the reason in each case,
November sees the beginning of the
winter tours. Several of the large
liners are now making their last regular voyages for the season and will
next put forth to see on special trips. next put forth to sea on special trips.

World Cruises Revived
Round-the-world cruises are being revived for the first time since the war, and several steamers are scheduled to start on that journey shortly. The first of these is the Cunard liner Laconia, which is being dispatched

Rotterdam antos Singapore

The magnificent fleet of passenger liners which has made the closing season the most notable in trans-Atlantic history is now breaking up for the winter. Many of the fastest and largest vessels are being withdrawn from their regular services temporarily, leaving a lane that is beset with fogs and storms to make special cruises to the Mediter-vessels to the West Indies and Caribbean.

Seven of the Munson Line, Lamport & Holt and others which are offering services of the Munson Line, Lamport & Holt and others which are offering services of the Munson Line, Lamport & Mediterranean Is Mesca

South America, the Orient and India.

A number of the famous Atlantic liners, such as the Aquitanis, Olympic, Majestic and Paris will remain on their present berths, catering to the travelers who are mainly bent on business, but their equally well known running mates are being made ready for tourists who are turning away from Europe to seek the tropical days and the picturesque scenes that are found in the routes nearer the equator. Even those which are not to be disturbed on their accustomed runs will in many instances be laid up for a short time for annual overhauling and retouching to fit them for the keen competition which will be renewed in early spring.

Winter cruises, sometimes arranged by the steamship companies themselves, but often by special tourist contact and the services of the steamship companies themselves, but often by special tourist contact and the services of the steamship companies themselves, but often by special tourist contact and the services of the steamship companies themselves, but often by special tourist contact and services as a tractions, is drawing more of the rans-oceanic liners than any other section. The Mauretania, the Carlo, the Riviera, Italy and north Africa as attractions, is drawing more of the trans-oceanic liners than any other section. The Mauretania, the Cunard's blue ribbon ship, is to be sent to that region in February by the American Express Company; Tuscania and Caronia will make the journey in December and February. The Holland-American liner Rotterdam will sall in February for Raymond & Whitcomb. The White Star liner Adriatic and the Red Star vessel Lapland are being dispatched to the fermion of the trans-oceanic liners than any other section. The Mauretania, the Carlo, the Riviera, Italy and north Africa as attractions, is drawing more of the trans-oceanic liners than any other section. The Mediterranean is Mecca

The Mediterranean is Mecca

The Mediterranean is Mecca

The Carlo, the Riviera, Italy and north Africa as attractions, is drawing more of the tran new type which will remain in the service are the Conte Rosso, of the Lloyd Sahaudo Line, and the Giulio Sesare, of the Italian General Navigation Com-

North Atlantic when the tourist season comes to an end. Another is the fact that this surplus of vessels enables the agencies to get ships on more satisfactory terms. A third is the large number of the war rich who are anxious terms. The Royal Mail steamer Araguaya will

companies plying constantly in these routes, which are too numerous to mention. A survey of the season's activities indicates a new record for the number of travelers taking the opportunity to evade the snow and ice of American winters. In most instances the cruises are arranged for first-class passengers only, with no attempts to fill the second and third cabins.

The White Star liner Baltic has been chartered by Clark for a summer cruise to the Mediterranean, beginning next June, thus reviving a custom which was initiated nearly a generation ago.

New York service. The Volendam is the new 16,000-ton liner, just completed, which the Holland-American Line will strengthen its bid for supremacy in the North Atlantic route next summer. Frank C. Clark will send the Empress of France around the world in January, and Thomas Cook & Sons will dispatch the Cunarder Samaria in January also.

South America is taking a large number of the passenger liners. The Reliance, sister ship of the Resolute, is being dispatched by Raymond & Whit.

The Majestic, largest ship in the world in the world will be sent by the White Star the month for some repairs. After this she will be sent to Southamption, where she will be laid up for a month for extensive overshalling of her interests, as it means a widening of the gap in operating costs.

Recent reports from French seaports show a virtual collapse of the seaming with terior equipment. Early next year she will resume her trans-Atlantic schedule with the Olympic. The Majestic world with the Boston yard as the only one in the United States which is large enough to accommodate this giant of the seas.

liance, sister ship of the Resolute, is being dispatched by Raymond & Whit- this giant of the seas.

Steamship Rates From U. S. North Atlantic Ports to Principal Ports of the World

The following table, furnished by Caldwell & Co., gives average berth instance. Rates per 100 pounds unless specified:

To Heavy To General Alexandria ... 20 25 \$7.00 \$8.00 \$3.55f.70 Amsterdam ... 08 ... 17 ... 20 8.00 \$3.55f.70 Australasis ... 08 ... 17 ... 20 8.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 8.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 8.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 17 ... 20 \$3.00 \$3.55f.70 Australasis ... 98 ... 99 .. To
Alexandria
Amsterdam \$teel.

\$8.00

8.00

8.00

*11.50

*7.00

*7.00

*6.50

*6.00

†10.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

*7.00

*8.00

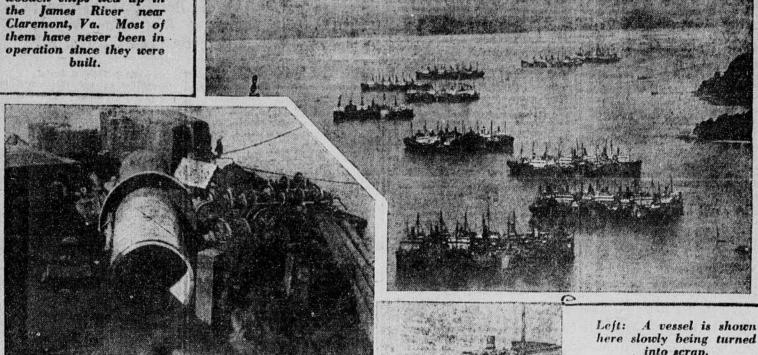
*7.00

*8.00 Bergen
Bombay
Bremen
Buenos Ayres Buencs Ayres
Calcutta
Cape Town
Cardiff
Christianis
China Ports
Colombo
Constantinople
Copshagen
Cork
Dannig
Dublin
French Atlantic
French Med.
Genoa
Glasgow
Gothenburg
Hamburg Gothenburg
Hamburg
Helsingfors
Hull
Japan ports
Leith
Lisbon
Liverpool
London
Madras
Malmo
Malta
Janaheester
Halles Piraeus Port Natal

'Per 2.240 lbs. tW/M per 40 cu. ft, or 2.240 lbs. s/c. iPer bbl. ||In bags. Per cu. ft., fper 100 lbs. where rates are shown on both bases, sharges are seased at ship's option. Abdillings and pance per quarter.

Nearly 300 Wooden Ships, Built for the War Emergency, Now Being Scrapped Marvin Says British Evade

Right: A few of the wooden ships tied up in the James River near Claremont, Va. Most of them have never been in operation since they were built.



Above: Of the many tons of machinery, a relatively small amount is available for sale as second-hand equipment.

(Courtesy Marine Review.)

With the exception of several isolated sales, the wooden fleet was sold
Ferris type 1,400 horse power engines;
by the Shipping Board to the Barde
Company of Portland, Ore., which is new actively engaged in which is new active to the same to the tests, who will be able to instant them at the cost of instant them at them active cost in their own ships. The cost of instant them at them a

ships off the maritime records of the United States. J. N. Barde, general manager of the company, recently made public some of the items which the scrapping of the fleet will produce.

A large amount of warehouse space

Real Issue in Egyptian Case

American Steamship Official Charges Sir Frederick Lewis Obscures Facts; U. S. Vessels Obtained Share of Trade Only After Prolonged Rate War

hip men as the test of the sincerity of New York Cithe assertion of British shipping com- 'This country,' of the United States to partnership in he carrying trade of the world and that they do not discriminate against Alth

crop is consumed in the United States. United American Lines, of which W. A. tract

The issue still is a matter of controversy. Sir Frederick Lewis, president of the Chamber of Shipping of the United Kingdom and chairman of numerous steamship lines, declared at the annual meeting of the Prince Line recently that American ships were admitted to the trade voluntarily by the British lines as an evidence of good will. This statement is contradicted by Winthrop L. Marvin, vice-president of the American Steamship Owners' Association, who charges that the action of the British lines was taken only when they were compelled to do so.

Asserts Good Will On the face of things it might appear that the Barde Company secured a rare pargain, even at junk prices, but two of the wooden ships were scrapped re-cently as an experiment, with results that were not particularly favorable. This experiment was undertaken with the consent of the Shipping Board. The commissioners had discovered previously that it could not get rid of the ships in any other way. If they

cost of cement to load and sink them was prohibitive. As a last recourse the board turned over two of them to William J. Breen, of Boston, to be salvaged. The purchaser agreed to pay all labor and expense in dismantling and agreed to destroy or completely dismember the hulls. The purchaser also guaranteed a minimum of \$1,000 per ship and after net profits reached this figure undertook to divide the balance on a 50-50 basis with the

The first of these is the Cuard liner Laconia, which is being dispatched. The cred for the stripling are unitored nearly a generation ago.

In the sexeption of these is the Cuard liner Laconia, which is being dispatched to the Barde of the State Lines. The former announces are the stripling men as to the results which is the stripling men as to the results which is the bring dispatched to the Barde of the State Lines. The former announces are the stripling men as to the results which is the stripling men as to

In his address at the annual meeting of the Prince Line, Sir Frederick Lewis

length to the general question of relationships between British and American shipping, my principal purpose being to dispel the impressions which so one frequently met with that there was a highly organized system of prowers directed against the American press, and, on the whole, have been pretty widely quoted in the American press, and, on the whole, have been favorably and fairly commented upon. I have, however, found that I have been charged with inconsistency between the views of the Prince Line in the Egyptian cotton controversy.

"Unfortunately, there are times when more harm may be done by ignoring incorrect impressions than by reopening a closed incident, and I have, therefore, chosen this opportunity of alluding to the matter in the hope that I have on several occasions given public utterance, are just as sincere in practices as they are in theory. What were increased in the selection—a few shipments—and was bluntlenest—and was bluntled to a few shipments—and was bluntly tool of the States bluntled for American bottoms. When the States bluntled States. Sir Frederick Lewis declares that "when the United States Shipping Board subsequently tendered for the 1921-'22 contracts their rate for the United States ports was precisely the same as that quoted by the British lines, but their rate for the United Kingdom ports was 5 shillings less." As a matter of fact, the American bids, as published at the time, were 25 shillings to the United Kingdom and 46 shillings to the United Kingdom and 60 shillings to the United Kingdom and 60 shillings to the United Kingdom and 60 shillings to the United States.

Nevertheless, such was British donting the shipments of Egyptian cotton was given by the such the shipping Board took up the subject it offered bids for transportation to both the United States. Shipping Board subsequently tendered for the 1921-'22 contracts their rate for the United States ports was 5 shillings to the United Kingdom and 46 shillings to the United States. The blds of the Liverpool conference in th

Service the simple of the process of

each. When they have been stripped at considerable expense they will be offered for sale at \$2,500 to \$5,000 each as barges.

Little Profit Made

of the ships in any other way. If they were burned the floating hulls would remain as a menace to navigation. The

agreements with the Alexandria Pr uce Association, in which British fluence was dominant, none but British steamers of the Livery "combine" were allowed to con Egyptian cotton purchased or inten